

The Hongkong Telegraph.

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晚六初月七年三十三緒光

WEDNESDAY, AUGUST 14, 1907.

三拜禮 號四十八月八 英港香

\$30 PER ANNUM.
SINGL. COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO, CHEFOO,
Kobe, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHOWANG,
LONDON, DALNY,
LYONS, PORT ARTHUR,
NEW YORK, ANTUNG,
SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN,
HOMBAY, TIE-LING,
SHANGHAI, CHANG-CHUN,
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On Fixed Deposits:
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND " 13,250,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Sambarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasorecan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspond-
ents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
Sterling Reserve \$11,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman

A. Fuchs, Esq., E. Shellim, Esq.,
A. Goss, Esq., R. Shewan, Esq.,
A. Haupt, Esq., H. A. W. Slade, Esq.,
C. R. Leemann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$1000 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the daily balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (£800,000).
Reserve Fund Fl. 2,125,750.36 (£176,048).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samar-
ang, Indramajou, Bandoeng and Welte-
reden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-
lojan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.
Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives
for collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETJE,
Manager.

16, Des Vaux Road Central.

Hongkong, 31st July, 1907. [707]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [707]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHIPMENS TO SAIL ON. REMARKS.

LONDON AND ANTWERP } SIMLA / bout 14th } Freight and
via SINGAPORE, PENANG, } Capt. C. D. Goldsmith, R.N.R. } Aug. } Passage.

COLOMBO, PORT SAID } and MARSEILLE's } Aug. } Passage.

SHANGHAI, MOJI, KOBE, & NAMUR } About 16th } Freight and
YOKOHAMA } Capt. H. W. Kenrick, R.N.R. } Aug. } Passage.

SHANGHAI } MALTA } About 22nd } Freight or
Capt. K. A. Peters } Aug. } Passage.

LONDON, &c., via usual Ports { ARCADIA } 24th Aug. } See Special
of Call } Capt. A. L. Valentin } Noon. } Advertisement

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th August, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS.

DELICIOUS with PRESERVED IN ALL ITS NATURAL RICHNESS GUARANTEED FRESH.



PRICES:

27 cts., 35 cts., 50 cts. - - - per Tin.

\$3.00, \$3.85, \$5.50 - - - per Dozen.

LANE, CRAWFORD & CO. [35]

BASS & CO'S PALE ALE

'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " " 8 " Pints.

\$24.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 9th August, 1907. [18]

HONGKONG, CANTON AND

MACAO STEAMBOAT CO.,

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 18th August,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare 14.00

" " " on the following day 5.00

Single " " 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 12th August, 1907. [79]

Intimations.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is

Known, the public will

have no further com-

plaint as to their milk

supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, FEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF

LADIES' HATS, TOQUES & BLOUSES

DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of

all other Brands.

Served in all Clubs and First-class Hotels,

and obtainable at all Wine Merchants in the

Colony. [545]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

709] HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [70]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN, R.N.R.,
Manager.

BOTH HOTELS ARE FULLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS. Wm. FARMER, Proprietor.

25] HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY

Shipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentini.
"FATSHAN,"	2,260 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain E. H. Grainger.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain J. Willox.
"NANNING,"	1,569 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Sundays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity. A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAH	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LINE.

Telephone No. 375. YOKO BUILDINGS, 1st floor, Hongkong, 8th August, 1907.

Hotel.

HOTEL CRAIGIEBURN,

FLUNKER'S GAP, the PRAX, near the TRAM TERMINUS. Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 14th July, 1900.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

For STEAMERS To SAIL

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ WALDEMAR" Capt. W. van Sengen THURSDAY, Noon, 15th Aug., 1907.

YOKOHAMA and KOBE

"PRINZ SIGISMUND" Capt. D. Lent About FRIDAY, 23rd Aug., 1907.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN

"PRINZ ROSE LUITPOLD" Capt. H. Kirchner WEDNESDAY, Noon, 28th Aug., 1907.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

"PRINZ HEINRICH" Capt. P. Grosch About WEDNESDAY, 28th Aug., 1907.

KUDAT and SANDAKAN

"BORNEO" Capt. F. Sembill About SATURDAY, 9 A.M., 31st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

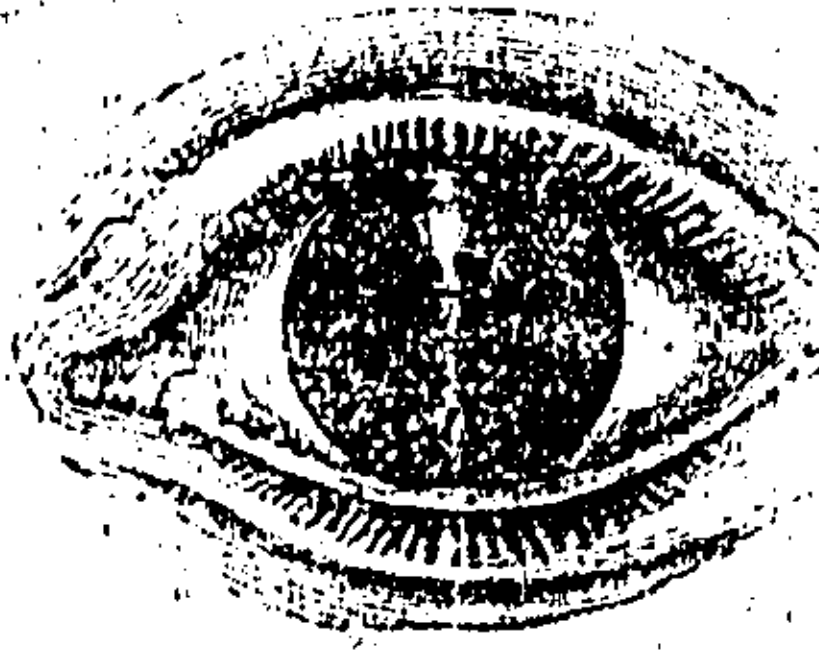
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 14th August, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road. Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor. [708]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1906. [72]

To Let.

TO LET.

OFFICES at No. 14, DES VOUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [71]

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO. LD.

Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st August, 1907. [66]

TO LET.

LARGE and SPACIOUS GODOWNS formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st August, 1907. [439]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLYTON GARDENS, Conduit Road.

FLATS in MOVETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st August, 1907. [629]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co.

Hongkong, 24th July, 1907. [665]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 13th August, 1907. [742]

TO LET.

No. 1, WEST END TERRACE, Shamshu Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st August, 1907. [607]

TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO. LTD.

Hongkong, 29th June, 1907. [674]

Dentistry.

DR. M. H. AHUNG

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905 [61]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [60]

Intimations.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarters Office, Victoria Barracks, until 12 o'clock Noon, on 20th August, 1907, for the SUPPLY OF FLOUR for six months commencing 1st October, 1907.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly completed, signed and dated, and no Tender will be noticed unless delivered upon the proper form at the Head Quarters Office by 12 o'clock Noon on the above date, in a closed envelope, marked "TENDER FOR FLOUR" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarters Office, Hongkong, 9th August, 1907. [730]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP\$1,000,000)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 22nd May, 1907. [125]

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & CO.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. ... Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.45 a.m. to 12.00 noon ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [59]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

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BY APPOINTMENT
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AND HOUSEHOLD.

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LOTION FOR PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 12th August, 1907.

NOTICE.

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"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
full address, so that the Editor may be able to
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The Editor will not undertake to be responsible for
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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 14, 1907.

THE NEW VICEROY AND
THE OLD.

After all the uncertainty which has for weeks surrounded the question of the Liang Kwang Viceroyalty the sinuous tactics of His Excellency Shum have prevailed; and a practically unknown official has been appointed to be head of the Government in the Kwangtung Provinces. Whether Shum will actually take advantage of the permission so reluctantly granted by the Throne to retire into private life is, to say the least, extremely doubtful; for those who have watched his previous career, and recognised his ambition to become one of the leading factors in the affairs of State can scarcely conceive his restless spirit and, when his interests are at stake, his boundless energy submitting to the chafing bonds of domestic obscurity. Even when Shum was in power in Canton, fretting and fuming because he had been relegated to a post which denied him direct access to the Throne, he did not fail to countenance and direct the institution of commercial undertakings and the inauguration of public works which were calculated to improve the status of the Viceroyalty and, at the same time, ameliorate the general and economic condition of the people. Whatever might be thought of his methods, his arbitrary actions, and his purposeful habits, it cannot be gainsaid that Shum had the benefit of the people at heart, and whatever his private grievances might be they were not allowed to interfere with his administration of the Viceroyalty in the interests of the masses. Of course, he was far from being beloved by the foreign element which saw in the Kwangtung Provinces endless opportunities for the acquisition of wealth, because Shum made no secret of his principle that Chinese enterprises should be

started and operated by Chinese for the betterment of Chinese and not for the aggrandisement of the foreigner. An attempt was made when it became known that he had gone to Peking as President of the Board of Communications and Posts to prove that the people of Canton were delirious with joy over his departure. How erroneous was that view was shown by the manifold expressions of satisfaction which were heard from the influential section of the community in Canton when it was learned that Shum, on his temporary eclipse through the machinations of his enemies in the capital, had been appointed to the substantive post of Viceroy of the Liang Kwang. But Shum was not content to lose the light of the Royal presence, and on one plea or another he managed to evade the Imperial command even when it was wrapped up in honied terms. Now that he has gained his alleged desire it will be decidedly interesting to watch what in Shum's opinion is meant by private life. It will be very strange if he does not assume the attitude of the warrior who lays down his sword, not that it may be turned into a ploughshare, but that it may be refurbished while he himself seeks refreshment after his arduous labours in the South and meteoric career in the North. Shum, we feel certain, has yet to be reckoned with as a living force in State affairs, as those who regard him as a spent vitality may find to their cost. But he has gone from view for the nonce so far as Kwangtung is concerned, and we have now to regard a new personality in Chang Jen-chun, the new Viceroy. The first question that will suggest itself to readers is—Who is this Chang Jen-chun that he should have been elevated to the important Viceroyalty of the Kwang Provinces? Little seems to be known of this official beyond the fact that he was once Governor of Kwangtung, occupied a similar position in Honan and Shansi, looked after grain transports for a time, was a Financial Commissioner and a Vice-President of the Ministry of Education. But so far as can be learned he did nothing to distinguish himself in any of those capacities and certainly nothing to qualify him for selection as Viceroy. If the two Kwang were backward, undeveloped, lethargic and unimportant the appointment would be of comparatively little moment, but at the present time a multitude of schemes, not merely of railway extensions but of reproductive works are under contemplation where they are not in actual progress. It will require a strong man at the helm to guide the ship of State if the excellent work fostered and encouraged by ex-Viceroy Shum is there to show that such a one has been selected? The last Viceroy, Chow Fu, in the words of Sir W. S. Gilbert when referring to the House of Lords, "did nothing in particular and did it very well," but that could not afford much consolation to the live, forceful merchants and traders of Canton, accustomed as they had been to the vigorous and drastic methods of Viceroy Shum. Canton is so closely associated with Hongkong and its administration is of such vital interest to that vast community which is continually travelling between the Southern capital and this Colony that whatever affects Canton has its reflex in Hongkong. The appearance of an unknown personage as Viceroy, must therefore be regarded with special interest. There is this in favour of Chang Jen-chun that as he is a "dark horse" he will not have to suffer the ignominy of failing to live up to his reputation or to fulfil expectations. But what does Shum think of the appointment, now that he may live, if he can, in the odour of sanctity and the felicity of private life?

LOCAL AND GENERAL.

IN a Government Gazette Extraordinary issued this morning Singapore has been declared an infected port.

LATEST advices state that H.E. Yuan Shih-kai has almost completely recovered from his recent indisposition.

MAJOR C. D. Bruce arrived in Shanghai on 7th inst. and assumed his duties as Captain Superintendent of Police.

A CERTAIN syndicate with a capital of Tls. 1,000,000 has petitioned Viceroy Yuan Shih-kai for permission to dredge the waterways connecting Tientsin and Paoing.

PRESIDENT Roosevelt has ignored the presence of Prince Yi at Washington. On the other hand he has received from Marquis Ito a pamphlet on the situation in Korea.

POLLARD'S Lilliputian Opera Company, lately re-organised in Melbourne after its trip to Manila, China, Japan, the United States and Canada, is setting out for China again in September.

THE O.S.K. steamer *Shan-nan*, which arrived at Tsingtao on the 9th inst., brought the news that on the 19th ultimo four Russian officers, attached to the balloon corps of the Vladivostok garrison, made a balloon ascent which ended disastrously. It appears that the balloon was blown out to sea and eventually descended into the water all four aeronauts being drowned. The celebration of the anniversary of the formation of the balloon corps—fired for the 3rd instant—was abandoned, the money which was to have been spent on the celebration being presented to the bereaved families of the four officers.

It is reported in a San Francisco paper that Mr. and Mrs. Nicholas Longworth have reserved a cabin on the *Maechuria*, and are expected to start on a tour through the Far East.

A NATIVE paper states that the Customs officers at Tientsin have seized a large quantity of illicit arms and ammunition, valued at about \$60,000. The owners of the contraband are lying low and so far no one has ventured to come forward to claim it.

It is stated in a Tokio telegram of 7th inst. that, owing to floods in Manchuria the railway between Tientsin and (2) Huiyaocheng has been interrupted since Monday. The Antung to Mukden line is temporarily interrupted, and the transportation of troops has been dislocated.

THE Waiwupu received a telegram from President Roosevelt on the 4th inst., addressed to the Emperor, congratulating his Majesty on the completion of his thirty-seventh birthday. The telegram was first translated by the Waiwupu and then "reverentially presented to the Emperor."

H. E. TUAN Fang of Nanjing has recently published a book on modern politics, education and naval and military and other subjects, the result of his Excellency's observations abroad as Travelling High Commissioner in 1905-6. The work of compiling and sub-editing the voluminous masses of papers and documents collected by His Excellency whilst abroad was partly divided among His Excellency's subordinates, in order that they also may learn something of the modern needs of China.

TWO brothers, surnamed Cheung, truck coolies, employed at 136, Wing Lok Street, were defendants at the Police Court, this morning. A ricksha coolie, of vehicle No. 547, was the complainant. He charged the defendants with carelessly driving their truck along Connaught Road Central yesterday afternoon and doing \$5.50 worth of damage to his ricksha. The brothers pleaded guilty. It appears that the defendants were racing with another truck at the time of the collision. In order to avoid coming in contact with a tramcar at the corner of Wing Lok Street they ran their truck in a gutter. The complainant's ricksha was standing in the gutter and the truck rammed it, severing one of the wheels and completely destroying the hood. The defendants' employer agreed to pay the complainant compensation and the Court allowed it to go at that.

THE Philippine archipelago is to be accurately mapped and the united efforts of the several bureaus in the insular government concerned in this particular work are to be enlisted and the work unified for the benefit of all. The work is being carried on by a committee composed of Commissioners Worcester and Forbes, Dr. Freer, Captain McGehee, Mr. Charles H. Sleeper, director of lands; Major Ahern, director of forestry; General Bandholz; James W. Beardsley, director of public works and Arthur K. Jones, clerk of the court of land registration. This committee met last week in the office of Commissioner Worcester for the purpose of laying out a plan for future work in the surveying of the archipelago. It has been the experience that the existing maps of the Philippines are very inaccurate, especially those of the provinces of northern Luzon where there is the river given in some maps rising in the sea and running to its source, crossing over the top of the cordillera central and emptying finally into a lake. In another case a large river with lakes connected with it was given as running in a certain direction, but no trace whatever could be found of the much searched for river. In the past employees of the bureaus who have had men scattered among the provinces have been able to contribute somewhat to the general rectification of existing plans, but the work has been duplicated, as frequently two or more agents of different bureaus have worked unknown to one another on the same plans with different results. The best maps of the archipelago, coast line and interior, are now in the hands of the coast and geodetic survey.

MA SAI KAT, an opium divan keeper, of 10, Square Street, was apprehended on Monday afternoon in the Central district on a warrant charging embezzlement. The warrant was sworn out by one Ngan Wing Ling, the proprietor of a ricksha establishment, at Kowloon. From what could be learnt of the case it seems that the now opium divan keeper, was at one time a foki in complainant's service. On the 29th July last Ma was sent out to collect some outstanding bills. It was stated he collected \$150.68 and disappeared. The case was adjourned. This case has reference to an action which was heard at the Supreme Court the same morning, in which one Chin Lei Wing, a trader, of 147, Third Street, brought action against the defendant who was then living, or carrying on business at 86, Macdonnell Road, to recover the sum of \$180, money due on a promissory note, dated 10th February, 1905, when judgment was given for the plaintiff with costs. Subsequently the goods and chattels at No. 86, Macdonnell Road, were seized under a writ of interim attachment dated 31st July, 1907. The action was brought by Ngan Wing Ling, of No. 120, Macdonnell Road, Tsing Tai Tsui, ricksha owner, who claimed that the goods and chattels at No. 86, Macdonnell Road, seized under the interim writ of attachment, which were, in the custody or possession of the defendant, not on his own account, or as his own property, but as a partner in the Wing Lok Ku, in which firm the said Ngan Wing Ling was also a partner, and therefore the goods and chattels at No. 86, Macdonnell Road were not liable to seizure under any execution in the case against Ma Sai Kat. The case was then decided against Ma.

PARTNERSHIP PROPERTY.

SEIZED UNDER WRIT OF EXECUTION.

In the Summary Jurisdiction Court this morning, before his Honour Mr. A. G. Wise, Puisne Judge, 110 San Yau, trading under the name of the San Hing firm, of Nos. 16 and 18 Sutherland Street, cash-maker, brought suit against Wai Kong, trading as Wai Kong Lu, to recover the sum of \$300 being damages sustained by plaintiff by reason of the defendant having wrongfully seized and attached the plaintiff's property, under a writ of interim attachment, in Summary Action No. 979, of 1907, Wai Kong vs. the San Hing firm, for the recovery of the sum of \$71 for goods sold and delivered.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the plaintiff, Mr. F. X. d'Almada e Castro appearing on behalf of the defendant.

Mr. Grist said that this was an action to recover the sum of \$300, damages sustained by plaintiff by reason of the wrongful seizure of his property under a writ of interim attachment. The plaintiff was a man of considerable property, having houses, valued at \$16,000 and there was \$4,000 worth of property in his shop on the date in question.

His Honour: I see here an affidavit that the Queen's Road shop had \$300 and the Sutherland street shop had \$300.

Mr. d'Almada e Castro: There was some mistake about that, as there was only one shop, and that was in Sutherland Street.

Mr. Grist continuing, said that the amount due to the defendant was \$125 including costs, and that was paid into Court.

His Honour: Then why don't you take it out?

Mr. Grist: He has taken it out, my Lord.

Continuing, Mr. Grist said that he did not for the moment dispute the right of the defendant to commence action, but he had no justification for issuing an interim attachment as he had not sufficient grounds. The work was going on just as usual, and, of course, in the day's work some barrels had to be removed, but in the ordinary course of business. The plaintiff had had his property seized and two Chinese bailiffs placed in charge, so that his customers and all the neighbours knew that his property was seized under process of Court. He had sustained damage to his pocket.

Plaintiff was called, and said that on the 23rd July there were goods in his shop to the value of \$4,000, and in the godown there were \$5,000 worth of—

Never mind about the godown, we only want you to tell us about the shop. Were you on that date removing any property from your shop?—No, except in the ordinary course of business. There were 48 men at work, and everything was going on just as usual.

Defendant brought action against you in the summary Court to recover the price of oil sold into Court.

Never mind about that. Did plaintiff issue an interim attachment against your property?—Yes, he did and the bailiff came, and two Chinese bailiffs were left in charge, so that all the neighbours knew of it.

On the 23rd July had you between your shop and godown about \$9,000 worth of property?—Yes, there was rather more than that.

And you owned the houses Nos. 16 and 18 Sutherland Street, where you carry on business?—Yes, I bought them, but there is a mortgage on them.

But the houses are yours only, subject to that mortgage?—Yes.

Did you tell defendant you would not pay his bill?—No, he never came to me for payment.

Mr. F. X. d'Almada e Castro (in cross-examination): If you are such a wealthy person, owning property to the value of between \$30,000 and \$40,000, why did you keep on putting off a man to whom you owed \$71 for goods, bought from him? It was a very, old account and a very small amount for a man of your reputed means?

Witness: He did not come to me for it.

What? Did he not come himself at the time of the Dragon Festival, the Chinese New Year, and at other particular times, besides sending his shroff every month to you with your bill?—No, he never came to me.

Did he not meet you in the street and ask you for the money?—No, he never did.

No, and you didn't tell him you wouldn't pay, he could sue you and seize your shop, did you?—No, never, not at any time.

Then why did you not pay him since you admit you owed the money?—He never asked me for it.

Nor any of your foki?—That I don't know. If he did they never said anything to me about it.

You are now in arrears with the interest on your mortgage, are you not?—Well, I only owe one month, and as the due date is the 15th day of the English month for payment of the interest, that will be paid to-morrow.

You got into difficulties because you could not find satisfactory sales for your barrels?—Well, business has been very dull this year.

His Honour: Oh, come, come; we needn't go into that issue (Laughter).

Plaintiff's foki were called and they corroborated the statement of the plaintiff regarding the value of the property in the shop and godown on the 23rd July. They knew nothing of any bill for \$71 for oil supplied to the plaintiff by the defendant. No bill for same was presented to any of them.

Mr. d'Almada e Castro (to a foki): Your salary is very much in arrears, is it not?—No, it is not, I am paid regularly monthly.

But the matter is in difficulties?—I don't think so; he has plenty of property, in houses and the shop.

Defendant was called and stated that in the middle of last year he sold oil to plaintiff to the value of \$71. He sent in his account for the money regularly every month, and himself went to plaintiff, but he was always put off.

Mr. d'Almada e Castro: He told you to sue him and seize the shop, did he not?

Witness: Yes; he said he was about to close up and go out of business, and that I'd better seize his shop.

Mr. Grist: I've no questions, my Lord. Mr. d'Almada e Castro: That is all the evidence I can submit to your Lordship. In this case the plaintiff admits that he bought the goods last year, but did not pay for them up to July 23rd of this year, putting off defendant from time to time, though payment for same was constantly demanded by the latter. He had every reasonable excuse for issuing the interim writ of attachment, as when he went to the shop he saw quantities of barrels being removed, and he was justified in his suspicion that they were being removed out of the jurisdiction of the Court. They when he met the plaintiff, he said to the latter "sue me and seize my shop," also saying something about closing up his business. Continuing, he said the defendant was perfectly justified in the action he had taken, and submitted that the action should be dismissed with costs.

Mr. Grist: In this case we do not deny that he money was due to the defendant (plaintiff in the other suit) and we admit he was perfectly entitled to commence an action for recovery of the money. But we say and maintain that the defendant had no right, and he admits it, to assume that the plaintiff was removing his property out of the jurisdiction of this Court. What were his grounds for such a suspicion? He goes along to a cashmaker, doing a large business, and sees 200 cases being removed up the road. Immediately without stopping to make any inquiries he flies up to this Court and swears out an affidavit that the property was being removed. That was all his justification. Did he follow the coolies with the barrels to see where they were taking them? No, Had he done so he might have saved himself and the Court all this bother. One of plaintiff's foki stated that the firm sold barrels to a ginger preserver in whose business the plaintiff was intimately interested, and the defendant might have seen the barrels being carried into the ginger-preserver's shop. He had no right to make such an affidavit, and the attachment was quite unjustifiable and he doesn't here to-day show one title of reason for his action. The plaintiff has suffered in his reputation by having bailiffs in possession of his property, and he had suffered in pocket by extra expenses incurred for costs and charges, and he asks that judgment be given for plaintiff with costs.

His Honour said that in this case there was no doubt whatever in his mind that the affidavit on which the interim attachment was issued, was sworn on insufficient grounds. He did not for a moment believe the defendant's story about the plaintiff telling him to sue him and seize his shop. The affidavit having been so sworn the writ of interim execution was wrong also, and for that defendant must suffer some punishment. So it came to a question of damages. Of course \$300 was out of the question. Plaintiff had, no doubt, suffered some damage, but how much of it was to his reputation. He had practically lost the whole thing on himself. He thought that \$100 would about meet the justice of the case, and gave judgment for plaintiff for \$100 and costs against the defendant, including \$14 paid in by the latter.

FUGITIVE FROM MANILA
ARRESTED.EXTRADITION PROCEEDINGS TO BE
STARTED NEXT WEEK.

The following paragraph appeared recently in the *Manila Times*:—"Miguel Ossorio, and Alejandro S. Macleod, against whom charges of falsification of a commercial document have been brought, and who, to all intents and purposes, now occupy the position of fugitives from justice, are in Macao. The Governor of Macao, in reply to a wire from the Governor-General here, putting the ambiguous question if the extradition of two fugitives from justice could be effected, has said that there exists no treaty under which such action can be taken, and that the matter will have to be taken up diplomatically. This would have to be done through the Governor-General, the Department of State, with the Minister for Foreign Affairs at Lisbon, Portugal. Ossorio and Macleod are safe from extradition for the present, at least."

When it became known to the Manila authorities that the two men had landed safely at the Portuguese colony the Hongkong police were notified. They were followed to Macao, where it was learnt that they were residing at the Boa Vista Hotel. Nothing happened until yesterday afternoon when news reached the Detective Department that one of the fugitives was on his way back to Hongkong. Detective Sergeant Munson boarded the steamship *Sui As* as soon as she arrived in port and made Ossorio a prisoner. He was promptly removed to the Central Police Station and locked up.

This morning, at the Magistracy, he was arraigned before Mr. F. A. Hazeland on the extradition charge. He pleaded not guilty.

Inspector Hanson, chief of detectives, who prosecuted, applied for a *warrant* adjournment, which was granted.

When Ossorio was searched in the charge-room last night a large sum of money was found on him. He had \$100 in American paper money, \$95 in Hongkong and Shanghai Bank notes and ten \$10 gold pieces, besides some loose coins. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, has been engaged for the defence. No news has been received at headquarters as to the whereabouts of Macleod, but it is believed he is still in Macao.

SHIPPING AND MAILS.

MAILED DUN.
Indian (*Catherina Apear*) 15th inst., evening.
American (*Amica Maru*) 17th inst.
French (*Touraine*) 19th inst.
Canadian (*Tartar*) 23rd inst.

The s.s. *Tremont* arrived at Yokohama on 12th inst.

Telegram.

"HONGKONG TELEGRAPH"
SERVICE.

THE HONGKONG
TRAGEDY.

ACCUSED ARRESTED AT CHEFOO.

CAPTURED WHEN ON THE POINT OF
LEAVING.

[From Our Own Correspondent.]

Shanghai, 14th August.

2.25 p.m.

Adsett, the alleged murderer, was arrested at Chefoo yesterday on information telegraphed from Shanghai.

He left Shanghai on the *Hsinning* and succeeded in landing at the Northern port.

There was a desperate struggle when the police made the arrest, but Adsett was eventually overpowered.

He intended to leave Chefoo yesterday evening, but was captured before his intention could be carried out.

OFFICIAL CONFIRMATION.

Telegraphic information received at police headquarters shortly after midnight this morning, from the Shanghai authorities, was to the effect that Adsett, the alleged murderer of Gertrude Dayton, whose body was found in a trunk in the baggage room of the C. P. R. liner *Monteagle*, had been arrested yesterday afternoon, at Chefoo.

Soon after depositing the trunk on board the *Monteagle*, Adsett took passage on board the *Tora Maru* for Shanghai. When the steamer arrived at Woosung the alleged murderer was successful in eluding the police. From Woosung he journeyed to Shanghai. At the latter port he found a hiding place for a couple of days. On Saturday last he left the Northern settlement for Chefoo, aboard the *Hsinning*.

As Adsett is well known at Chefoo, he having kept a bar-room at that port for some time, the news of his arrival travelled fast, with the result that having been warned of the murder, Detective Inspector Quincey, and a number of other men arrested the suspect in the "Old Kentucky Home" saloon. Adsett put up a desperate struggle with the police. A number of detectives are expected to leave Hongkong in a day or two for Shanghai, where they will meet Adsett, who will be escorted back to this Colony to stand his trial.

CANTON DAY BY DAY.

A CENSUS OF KWANGTUNG.

[From Our Own Correspondent.]

Canton, 13th August.

In accordance with instructions received from the Ministry of Internal Affairs at Peking, H.E. the Acting Viceroy has ordered the Police authorities to take a census of the population of the province of Kwangtung, which is to be forwarded to that department in Peking. The authorities have made arrangements accordingly and have drawn up fifteen regulations for the same. A proclamation has been issued to notify the public of the steps to be taken in connection with the matter and that a census of the population of the City of Canton is first to be taken and then one of the population in each of the different districts in the province to follow.

THE OPIUM DENS.

At the weekly meeting of the Anti-Opium Society, on the 11th inst., the following interesting statistics were laid before the members:—The total number of opium dens in the city of Canton was about 1,700 and opium smokers totalled about 70,000. The number of opium lamps in use daily throughout the province was estimated at 140,000 and each lamp, assuming to consume 1 tael of oil daily, the consumption would amount to 140,000 taels, which equals about 30 casks of oil consumed daily, and if the prohibition of opium smoking is effective throughout the province, this saving of oil would considerably lower the price of the commodity. The population of the province of Kwangtung is stated at 30,000,000 and not taking the female section of the population into consideration, one third of the 14,000,000 male population are opium smokers, and if ten cents worth of opium is supposed to be consumed daily by each smoker, a sum of \$5,000,000 must have been spent a day on opium, so that there is no doubt that the country is growing poorer day by day through the smoking of the drug. The committee of the Fong Pin Hospital have made known an antidote against opium smoking without the use of anti-opium pills. Salt and liquorice are employed and, if properly compounded according to the prescribed way, it is claimed will remove the craving for the drug.

CHEAP RICE.

The Shan Hou Chu Forwarded, yesterday to the Canton Cheap Rice Disposal Bureau the sum of \$30,000, being the first instalment of the promised sum of \$50,000 towards the fund of that institution. The balance will be forwarded by the authorities at an early date. Yesterday, a sum of 1,000 taels was forwarded to the same institution out of the funds of the Teng Yun Ching Rice Granary, and the Hongkong Tung Wah Hospital has remitted a sum of \$6,500, being subscriptions collected from Chinese residing in different countries towards this fund.

Telegrams.

[Reuter's.]

Rioting at Belfast.

London, 12th August.

Following the strikes at Belfast, there was a riot yesterday evening, arising out of an attempt to rescue prisoners.

The police made repeated baton charges, and the military had ultimately to be called out.

The infantry used their bayonets.

The cavalry charged the rioters who threw broken bottles.

Many were wounded on both sides.

Five hundred police, and fifteen hundred soldiers are now on the scene.

Later.

Twenty-five soldiers, including two officers, were wounded in yesterday's rioting at Belfast, and forty rioters and two women have been treated in the hospitals.

The authorities have made a request for more troops.

The Slump in America.

The announcement that the New York Central, and Pennsylvania Railroads, controlled by Mr. Harriman and his associates, would be prosecuted for alleged infringement of Anti-Trust laws, has enhanced the sensation in American financial circles, some of the members of which, however, attribute the slump as much to the stringency of money.

HONGKONG WATER POLO SHIELD COMPETITION.

FIFTH ROUND.

The first two matches in the fifth round were played yesterday afternoon at the V.R.C. enclosure before a large gathering of spectators.

R.E. "A" vs. C.V.C.

This match was a closely contested one, and although the R.E.'s were defeated, they played a splendid game and deserve great credit, more especially their goal-keeper, Staff Sgt. Walsh, who stopped very many hard shots. It would have taken an expert to stop the four shots that passed him, as they were all scored right up near the goal.

Witchell, Cooke and Miller, each scored a goal in the first half, whilst E. Humphreys netted the fourth and last goal; after this, almost every member of the Corinthian Team had a try, but were unsuccessful.

The teams were:—

Corinthian Yacht Club:—R. C. Witchell, C. J. Cooke, J. Miller, E. Humphreys, C. Humphreys, O. R. Chunyut and J. Forbes.

R.E. "A" Team:—Staff Sgt. Walsh, Sappers Carr, Vaughan, Morrish, Goodyear, Barton and C. Giandy.

R.E. "B" vs. R.H.K.V.C.

The Yacht Club had very little difficulty in notching 6 goals to their opponents' nil, although they did not have all their "A" Team players, but still the Engineers put up a plucky fight, and marked their men rather well.

The teams were as follows:—

R.H.K.V.C.:—F. Biden, E. W. Carpenter, R. E. Beatrice, H. W. Lester, P. Stanton, Wishart and Young.

R.E. "B" Team:—Cp. Morris, Sappers Wilkies, Burgess, Hutchison, Cp. Turner, Gibson and Potter.

COMPETITION TABLE.

Played	Won	Lost	Drawn	Points
V.R.C. "A"	4	0	0	12
R.H.K.V.C.	4	1	0	12
Corinthian Y.C.	4	1	0	9
R.E. "A"	3	3	0	9
R.E. "B"	4	1	0	3
V.R.C. "B"	4	1	0	3
Middlesex "A"	3	0	3	0
Middlesex "B"	3	0	3	0

We hear that the V.R.C. are having a 3 lengths handicap race, and a 2 lengths team race on Tuesday next, the 20th instant, commencing at 5.30 p.m., and the Water Polo match that ended in a draw last Saturday will be played again on the same day.

The teams will be as follows for the Water Polo:—

Blues:—L. E. Lammet (Capt.), A. H. Carroll, L. Le Breton, W. J. Carroll, A. J. V. Ribeiro, O. R. Chunyut and F. da Rosa.

Whites:—A. V. Barros (Capt.), J. M. Lopez, A. K. Ellis, P. M. Remedios, M. A. R. Souza, F. K. Tata and E. M. O. Remedios.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 14th at 12.05 p.m.—The barometer has fallen moderately over S. Japan and N. China.

The depression, lying to the S.E. of the Loochoos yesterday, appears to have recurred to the N.E.

Pressure, however, has not increased over Luzon, and it is still in defect of the normal by about 0.1 inch in Manila. Probably a low pressure trough is lying over the N. part of the China Sea.

Light to moderate variable winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. or variable winds, light or moderate; showery.
2.—Formosa Channel, variable winds, light to moderate.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

AN EXPLORATION EXPEDITION.

HONGKONG SYNDICATE FITS OUT THE "MICHAEL JESSEN."

BORNED THE OBJECTIVE.

When the *Michael Jessen* cleared the port on Saturday week last for Borneo, little was thought of her journey beyond the fact of her being engaged on one of her ordinary runs in the coastal trade in which some of the smaller vessels controlled by Messrs. Jobson & Co. are engaged. The fact has since transpired, however, that the *Michael Jessen* was then and has since been under charter to a small but influential syndicate of Hongkong financiers. The syndicate, it is learnt, had fitted out the *Michael Jessen* in a complete and thorough manner for a prolonged exploration expedition. The field of such exploration, it is stated, is to be along the coast of British North Borneo. The staff is composed, among others, of mining experts and experienced prospectors. They command all the appliances necessary for the expedition, including boring machines, presumably to test the reputed oil fields of Borneo; salving gear, drills, and other implements for prospecting. The expedition will explore the reported diamondiferous territory, and will look for coal and other minerals which the extensive fields of the virgin territory of Borneo are well known to possess in abundance. Naturally, curiosity will be aroused as to the membership of the syndicate. While we are not in a position to state definitely each individual name it will be sufficient to mention that one of the most prominent figures in the world of company promoting in Hongkong is said to be a moving spirit in the venture. His success in prospecting for minerals in the New Territories of Hongkong may not improbably have furnished the stimulus for his embarking on the present enterprise. And it may be mentioned that the gentleman alluded to is not wholly unconnected with Borneo undertakings, since as a member of the consulting committee of the China Borneo Co., Ltd., not long ago amalgamated with the London Borneo Co., of London, this gentleman should possess an inkling of the potentialities of the territory in which the Chartered Company has—and justifiably so—such high hopes for the future.

With the members of the expedition there proceeded also a small party of enthusiastic sportsmen—personal friends of the promoters of the scheme—who are going to Borneo on big game hunting. It is the success of the business part of the undertaking that is so keenly anticipated; and if the present venture will only help ultimately to recoup the Colony of its millions lost in the early nineties on Borneo tobacco plantations, &c. it will have done much to retrieve the fortunes of many who had early and sanguine anticipations of the territory's agricultural possibilities. At any rate, now that the real object of the *Michael Jessen*'s mission is become known the best wishes will go with her for her complete success in the interests of her enterprising charterers.

RAILWAY CONTRACTORS AT LOGGERHEADS.

AN OVER-PAID COOLIES' HILL.

When his Honour Mr. Justice Wise took his seat in the Summary Jurisdiction Court, at the Supreme Court this morning, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared before his Honour on behalf of Alim Din, of No. 37, Elgin Road, Kowloon, who took action against Munshi Gulbark, clerk, Kowloon-Canton Railway, to recover the sum of \$151.81, being moneys overpaid by plaintiff to defendant in respect of coolies' wages.

Defendant was represented by Mr. F. X. d'Almada.

Mr. Grist said this matter had been referred to the railway authorities, and he understood that they were going through the contractor's accounts and the accountant was to have been here to-day, but had not turned up.

His Honour: There appears to be all the rest of the native staff of the railway here to-day. Well, what do you want me to do, Mr. Grist?

Mr. Grist: I'd ask for an adjournment and to have the case put in next Friday's list, my Lord.

His Honour: It is apparently simply a question of accounts. As they are referring the matter to the railway authorities there, why need they bring the matter back here?

Mr. Grist: The defendant agrees to nothing; my Lord, and the case must be tried. I'd ask for an adjournment.

Mr. d'Almada e Castro: I have no objection, my Lord.

Case set down for Friday's list.

SERVANT GIRL-KIDNAPPED.

QUICK WORK BY THE POLICE.

Lo Ho, a widow, a d. Leong Tak, a coolie, both residing in Wing Kut Street, were, at the Police Court this morning, ordered by Mr. F. A. Hazledine to be held in police custody for a week for trial. The couple were charged with kidnapping a fourteen-year-old girl.

Li Ngan was a servant girl in the employ of a family, residing at 132, Hollywood Road. Yesterday morning, she was sent out by her mistress to make a purchase. Returning home, she was stopped by an old woman, the widow, who invited her to the theatre. Li Ngan agreed to go, but instead of taking her to the show the old woman took her to a house at Yau-ma-tei, where she was detained. Then preparations were made to ship the girl to Saigon on the steamer *Pravla*. Meanwhile the police were informed of the girl's disappearance. Detective Sergeant Munson two hours later was hot on the scent. He located the girl and arrested the widow. The coolie, who is suspected of having been implicated in the matter also, was taken in Hollywood Road.

An adjournment was granted to allow the police to prepare their case.

THE IMPERIAL BIRTHDAY AT COURT.

Sunday, the 26th day of the 7th moon (4th August), was celebrated throughout the Empire as the birthday anniversary of His Imperial Majesty Kwang Hui. As a matter of fact, however, the actual date of the Emperor's birth was the 28th day of the 6th moon (1870), or two days later. The reason for advancing the date is perhaps not generally understood and, therefore, it may be interesting to know that this is due to the fact that His Majesty is required to offer in person the Grand Autumnal Sacrifices to his imperial ancestors on the 1st day of the 7th moon, which compels him by the rules of etiquette to prepare himself for the sacrifices by a rigorous fast of three days and three nights. That is to say, counting back three days from the 1st day of the 7th moon, the first day of the prescribed fast would thus fall on the 28th day of the 6th moon (sometimes on the 27th day of the month, should it happen to contain only twenty-nine days) or the very day of His Majesty's birth. The two ceremonies thus conflicting, filial piety required the Emperor to forego his own date of celebration in deference to the "needs" of his Imperial ancestors, as it would have been impossible to accomplish the ceremonies prescribed for the Imperial birthday during the fasting period. In view of this shortly after his Majesty's accession to the Dragon Throne (1875) the Co-Regents, the Empresses Dowager of the Eastern and Western Palaces, issued a special Imperial decree commanding the setting forward of His Majesty Kwang Hui's birthday celebrations by two days.

On the early morning of the 26th day of the 7th moon, etiquette requires His Majesty to proceed first to the Palace of the Empress Dowager to pay her his morning respects before going to the Audience Hall to receive the congratulatory obeisances of the princes, nobles, high ministers and their subordinates. On this day, also, a great many princesses, duchesses and other ladies of high birth present themselves at the Imperial Palace to pay their congratulations in the same way as their husbands and brothers. After paying his morning salutations to his Imperial aunt, the latter mounts her sedan-chair of State, which is upheld in Imperial yellow, and, followed by the Emperor on foot, proceeds in State to the Grand Audience Hall, accompanied by the clash of cymbals and the music of trumpets, flutes and stringed instruments.

Arrived at the Hall, His Majesty, for this occasion only, sits on the Dragon Throne of his ancestors to receive the obeisances of the princes, nobles and dignitaries of his Court and Government. We may state here that since 1898 the Throne in the Audience Hall has always been occupied by H. I. M. the Empress Dowager, while the Emperor occupies a seat on Her Majesty's left, a little lower down. On his birthday anniversary, however, whilst receiving the obeisances of his subjects His Majesty sits on the Throne while Her Majesty the Empress Dowager takes a seat next to him. As each prince, noble or high minister kowtows in turn to the Emperor, he presents to His Majesty a jadestone "ju-i" or Emblem of Good Wishes, or as the two characters "ju-i" denote, "May you have your every wish gratified." The Emperor receives the ju-i with a bow and then hands it to a eunuch, who stands by to receive the pieces of carved jadestone, which he places on a table to the left of the Throne.

After this ceremony is finished, the princes, nobles and others leave the Audience Hall, when the young Empress, accompanied by the ladies of the Imperial Court, makes her appearance. Her Majesty then goes through similar obeisances and genuflections before the Emperor on his Throne, after which she also presents a "ju-i." She is then followed, successively, by the ladies of the Court and visiting princesses and wives of nobles and high ministers, who also each present a "ju-i" to His Majesty. The ceremony completed, their Majesties the Empress Dowager, Emperor and Empress, and the secondary consort and ladies of the Court, etc., proceed to the Court theatre to witness the gala performance by the "star" actors, who have been commanded to appear before their Majesties on that day. At these performances the princes and nobles are also invited to attend, although there is a high silk-screen separating them from the view of their Majesties and the ladies of the Court, who occupy the Imperial "boxes" fronting the stage, while the princes and others occupy the boxes on each side, running at right angles to the Imperial "boxes."

At the end of the performance the Emperor gives a number of presents, or souvenirs of the occasion, to the attending princes, nobles and dignitaries, who after kowtowing their thanks leave the Palace. Then the Empress Dowager, Emperor and Empress, accompanied by the secondary consort (Ching-fei) and ladies of the Court, proceed in State to the Hall, where are placed the sacred tablets containing the names and designations of the Imperial ancestors. The Empress Dowager and the ladies of the Court remain outside the Hall, while the Emperor and Empress enter within to pay their obeisances. This done their Majesties escort the Empress Dowager back to her Palace, after which each returns to his or her own palace and the ceremonies of the day are ended.—*Nanfangpao*.

VOLUNTEER CORPS ORDERS.

RECRUITS' PARADES.

At headquarters, at 5.30 p.m. on Monday, 19th August, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

At headquarters, at 5.30 p.m. on Wednesday, the 21st August, for 15 pounder B. L. gun drill. Sergt. Windsor, R.G.A., will attend.

N. C. O.'S PARADE.

At headquarters, at 5.30 p.m. on Wednesday, the 21st August, for instructional drill. Sergt. White, R.G.A., will attend.

LEAVE.

Surgeon-Lieutenant Charles Forsyth is granted leave of absence out of the Colony for 12 months with effect from the 14th August, 1907.

NOTICE.

Right & No. 1 Co.—The next shoot for the Nicholson Cup will take place at the King's Park Range on Sunday next, the 18th August.

WEIHAWEI.

According to a brief telegram in another column *The Times* publishes an urgent plea from its Peking Correspondent for the retention of Weihaiwei by Great Britain. The fact that Dr. Morrison had found it necessary at the present juncture to enter the lists on behalf of the Cinderella of the British Empire is strong *a priori* evidence that its fate is in the balance. For some past there have been pointed references to this favoured harbour in Chinese government circles; various officials have recommended that China should take steps to recover possession of it without delay, and finally the native Press announced that the British Government had been formally approached in the matter. This report was denied in our own Peking correspondence; but since we recorded the satisfaction that must have been generally shared by all Britons in the Far East on hearing that there was no truth in the rumour, efforts to keep the subject alive appear to have been redoubled in Peking. Coming on the top of these the telegram of *The Times* Correspondent has undoubtedly an ominous ring about it, and the subject is one that calls for the active interest not only of all who are connected by direct ties with the Far East, but also of all who are concerned in the maintenance of British prestige in distant waters.

The circumstances attending the lease of Weihaiwei to Great Britain are of common knowledge, and it is equally well known that by an unhappy inspiration the authors of the Treaty of 1898 stipulated that the territory should remain ours as long as Port Arthur was held by Russia. There can be little doubt that in the minds of both the High Contracting Parties the idea underlying this clause was that, so long as a foreign Power laid claim to a portion of Chinese territory, Great Britain should be equally favoured in respect of Weihaiwei. Unfortunately, however, the actual wording of the Treaty bases our right to this magnificent harbour and adjacent territory on the retention of the Kwangtung Peninsula by Russia only, and makes no allowances for the transference of Port Arthur to another foreign Power. In the meantime the lease of Kiaochow to Germany and of Kwangchowwan to France, which were also brought about by the surrender of Kwangtung to Russia, remain unchallenged. China is not slow to discover the line of least resistance; and while with all her love for the impracticable in diplomatic negotiations she would not for a moment seriously contemplate overtures with either Japan, Germany or France for the restoration of leased territory, she is not likely to hesitate in propounding such a proposition to Great Britain. The distinction in our favour is more creditable to our national heart than to our national intellect. As has been already indicated, the intention of the Weihaiwei Treaty is not open to question, and there would be no breach of our undertaking nor hardship to China, if, after the unexpected developments in the Far East in 1905, we persuaded the Chinese Government to accept the necessary alteration in the wording of the Treaty. A request for the retrocession of Weihaiwei would then have to be based on other grounds than Treaty stipulations. The only argument, as far as we are aware, that has been put forward at present, is that China is in need of a harbour for her fleet. Put she has no navy that could require Weihaiwei to shelter it, nor is she likely to possess one during the period for which this port may legitimately remain in Great Britain's hands. Another argument is one which may weigh strongly with her, while she will certainly not advance it. The great movement of "China for the Chinese" is admittedly a force in the Empire to-day, and ultimately it must run up against all leased territories. But now that the "partition" bogey has been removed for ever, either treaty ports or leased territories are the menace to the country that they were a few years ago, and they may be left to disappear with the effluxion of time, as assuredly they must, if China continues to progress on the lines she has already laid down for herself. Meanwhile she would do well to remember that it is owing solely to Great Britain that she has escaped the dreaded fate of partition. She may also argue that the same power and prestige that enabled Great Britain to prevent her disintegration a few years ago require to-day the retention of Weihaiwei as a check upon further eventualities of a similarly untoward nature for China.

Arguments for the retention of Weihaiwei, however, do not require to be addressed only to the Chinese. With the conclusion of the Japanese Alliance there arose a tendency at home to turn a shut eye to the development of the Pacific coast; rather than to see in them the arena in which all the forces of the world would soon be struggling for commercial supremacy. It would accord with this policy of indifference towards the potentialities of this portion of the world and with the wave of sentimentalism now passing over British politics, if the present Government in a spirit of "uncertain rectitude" were to decide to relinquish Weihaiwei to China, before the latter really had use for it or could be sure of retaining it for herself. To prevent such a misfortune, both to the Fleet in Chinese waters and to British interests in the Far East, it seems necessary that British opinion in this part of the world should express itself with no uncertain voice. We should like to see Dr. Morrison's appeal taken up by the China Association and supported by the whole weight of the representatives of British enterprise and industry in China.—*N. C. D. News*.

On the night of the 2nd inst., at eleven o'clock, the steamer *Myofin-maru*, bound from Wakamatsu to Osaka with a cargo of coal, came into collision with the N.Y.K. steamer *Shinano-maru* near Teurijima, Iyo Province, in the Inland Sea. The *Myofin-maru* sank, and one sailor is reported to be missing. The *Shinano-maru* sustained comparatively little damage.

Today's Advertisement.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th August, 1907.

"MONEY OR YOUR LIFE!"

AN OLD OFFENDER'S LITTLE GAME.

Chan Nam is a thorough scamp. He has been in Hongkong a number of years, most of which time he has spent behind prison bars. Chan has two previous convictions. This morning he registered his third. He had no apologies to offer. "I like gaol," he said, "and will come back again." Little does Chan know that he is booked for Canton when his time is up. But to continue the story: At 4, Tung Wo Street lives a bricklayer, by name Chan Sing. On the night of the 8th instant Chan Nam visited Chan Sing at his house and asked for the loan of a couple of dollars. The bricklayer showed him the door. Chan Nam took the hint and left, but he returned with a friend a few minutes later—and there was trouble. "I want \$6," Chan Nam demanded, "or else you will see something happen!" The bricklayer started to read a newspaper. "You won't give me the money?" the unemployed Chan blurted out, jumping about the room at the same time; "then you will be slaughtered." Fearing the man might get violent the bricklayer said he would go and get the money. In half an hour's time he returned and handed Chan the money, which he pocketed. Then he was offered a cup of tea and next—a policeman as a chaser. This morning, Chan Nam was charged with demanding money with menaces. He pleaded guilty before Mr. H. J. Gompertz, who sentenced him to six weeks' hard labour and six hours' stocks.

ATTEMPTED SUICIDE OF A BARONESS.

SAD OCCURRENCE AT KYOTO.

On the morning of the 2nd instant at about 5.30 a.m., Baroness Fujieda, wife of Baron Fujieda Masayuki, residing in Shima-kiri-doshi, Kyoto, attempted to commit suicide with her baby by jumping into a disused well on the estate belonging to her father, Viscount Fukuhara Nobutani, of Kitaura, Shimokamo-mura also of Kyoto. The Baroness was subsequently rescued by some farm labourers, though the baby was found to be already dead.

According to the vernacular papers the Baroness, who is now 39 years old, have been married for about 20 years and there were five children. From various causes, however, the peer's house has gradually declined on account of monetary losses of late years. The prospect of ruin seems to have preyed on the mind of the Baroness, and in June last she completely lost her reason. In the hope that she might recover in changed surroundings, the Baron sent his wife with their youngest child to her father's home on July 10th.

On the morning of the 2nd instant, the lady suddenly disappeared with her child. A search was immediately made by all the members of the household and the neighbours. The unfortunate Baroness was at last discovered struggling in the shallow water of the well, into which she had thrown herself meaning to end her life and that of her child.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	11.30 A.M.
London—Bank T.T.	2/3
Do. demand	2 1/2
Do. 4 months' sight	2 1/2
France—Bank T.T.	3.79
America—Bank T.T.	54
Germany—Bank T.T.	2.27
India T.T.	166
Do. demand	166
Shanghai—Bank T.T.	73
Singapore T.T.	5 1/2
Japan—Bank T.T.	108
Java—Bank T.T.	133

Buying.	
1 months' sight L/C	2/3
3 months' sight L/C	2/3
6 months' sight L/C	2/3
30 days' sight San Francisco & New York	54
4 months' sight do.	55
30 days' sight Sydney and Melbourne	2.31
4 months' sight France	2.85
6 months' sight do.	2.86
4 months' sight Germany	2.33
Bar Silver	31 1/2
Bank of England rate	4 1/2
Bank of France	3 1/2
Sovereign	89.00

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New Stock just arrived

LARGE AND VARIED

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Comic Opera Scores and Dance Music.

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Hongkong, 29th November, 1906.

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WHEN YOU TASTE IT YOU WILL

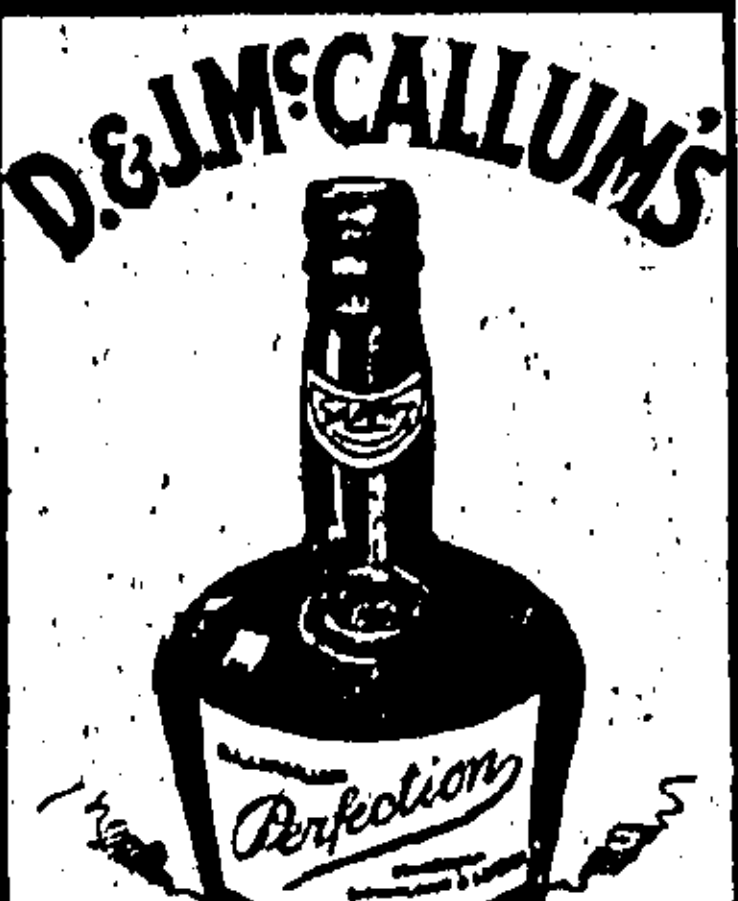
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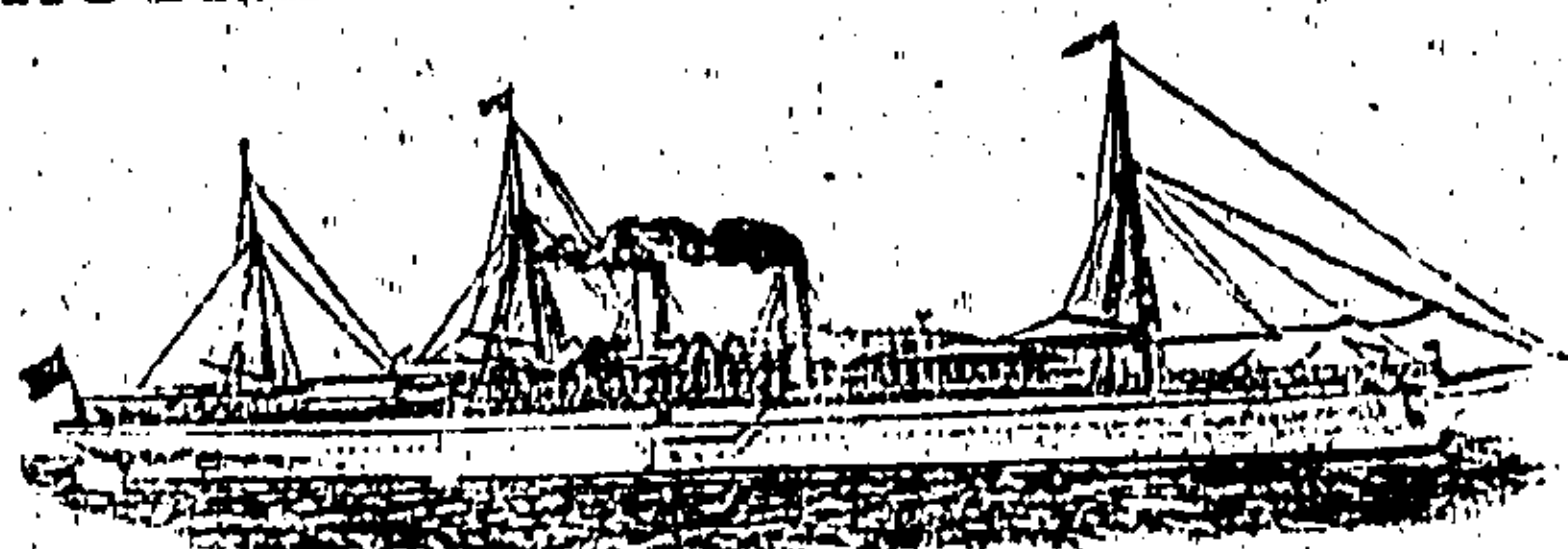
PER CASE 12 BOTTLES\$16.00

10% DISCOUNT ALLOWED UNTIL

FURTHER NOTICE.

Hongkong, 9th August, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
U.S.S. Tons.	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	THURSDAY, Aug. 29th.....Sept. 16th
"TARTAR" 4,425	WEDNESDAY, Sept. 11th.....Oct. 5th
"EMPEROR OF CHINA" 6,000	THURSDAY, Sept. 26th.....Oct. 14th
"EMPEROR OF INDIA" 6,000	THURSDAY, Oct. 24th.....Nov. 11th
"MONTEAGLE" 5,163	WEDNESDAY, Nov. 6th.....Nov. 30th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEAS OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
H. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	YATSHING	THURSDAY, 15th Aug., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 16th Aug., 4 P.M.
TIENSIN	CHUHSING	FRIDAY, 16th Aug., 4 P.M.
SOURABAYA and SAMARANG	HOISANG	SATURDAY, 17th Aug., 3 P.M.
SANDAKAN via JESSELTON	MAUSANG	WEDNESDAY, 21st Aug., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chio, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kuant, Lahad, Datu, Simpor, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 14th August, 1907.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS TO SAIL

YOKOHAMA & KOBE	"SHAOHSING" 15th Aug., daylight.
HOIHOW & HAIPHONG	"TSINAN" 15th " 4 P.M.
SAMARANG	"RUPEE" 16th " daylight.
CEBU and ILOILO	"SHANTUNG" 17th " 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN" 18th " daylight.
SWATOW & SHANGHAI	"SZCHUEN" 18th " 4 P.M.
SWATOW & SHANGHAI	"YOHOW" 18th " "
SWATOW & SHANGHAI	"PAKHOT" 18th " "
SWATOW & SHANGHAI	"LIANGCHOW" 19th " "
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN" 21st " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 14th August, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 17th Aug., at Noon.
HUI	2540	Almond		SATURDAY, 24th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th August, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

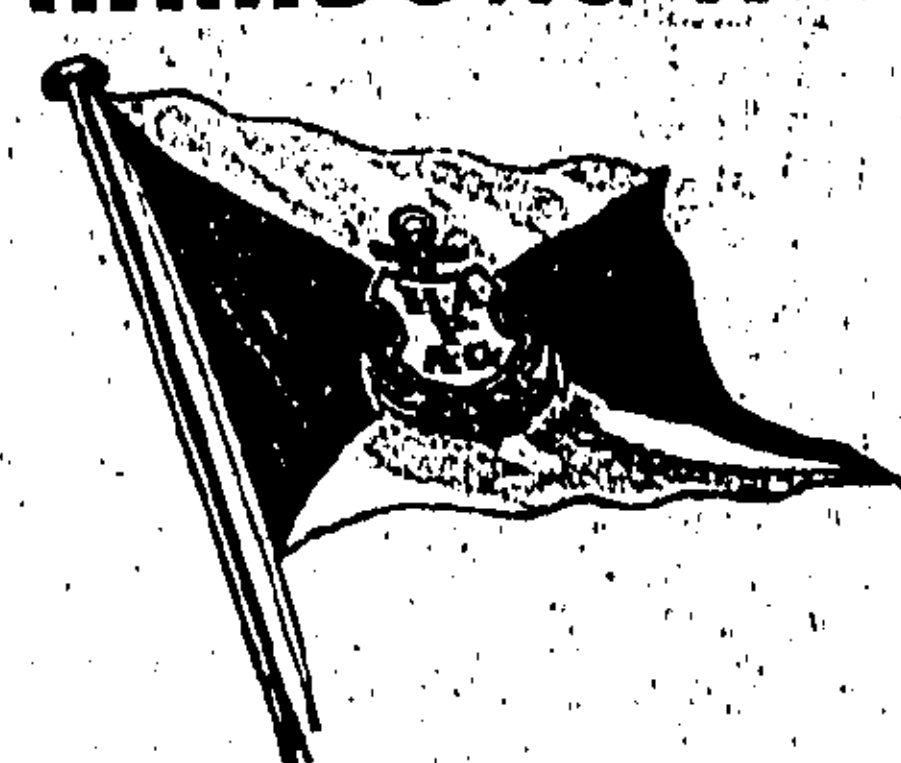
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTES.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

RHENANIA	1st Oct.	HABSURG	4th Sept.
SILESIA	2nd Nov.	RHENANIA	4th Oct.

Hongkong, 7th August, 1907.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"TUDOR PRINCE."

Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 22nd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Shawmut	9,666	E. V. Roberts	15th Aug.
Tremont	9,666	T. W. Garlick	10th Sept.
Suwerik	—	—	1st Oct.
Kumeric	—	—	15th Oct.

* Cargo only.
Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings
Hongkong, 6th August, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 31st inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th August, 1907.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. U. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on
"GLENFARG" 3,500 Middle of Aug.
"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
* Passenger only.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.

Hongkong, 16th July, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on or about MONDAY, the 19th August.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 13th August, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched for the above Ports, on or about MONDAY, the 19th August.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th August, 1907.

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"HELIOPOLIS."

Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th July, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SATSUMA" 7th Sept.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" 14th Sept.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th July, 1907.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1/2 U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the 11th houses.

F. G. FROD,
Director.

15th July, 1907.

UPTON SINCLAIR'S PROPHECY.

AMERICAN INDUSTRIAL REVOLUTION IN 1913.

Mr. Upton Sinclair, whose book *The Jungle* had such sensational results, has just published another book entitled *The Industrial Republic*. This is dedicated to Mr. H. G. Wells, the next most hopeful, Mr. Wells having called Sinclair the most hopeful of Socialists. In it Mr. Sinclair answers the question: What will America be ten years from now? by the statement that in 1913 there will be a new revolution and the establishment of the Industrial Republic.

This book is an attempt, says Mr. Sinclair in his introduction, to interpret in the light of evolutionary science the social problem of our present world; to consider American institutions as they exist at this hour—what forces are now at work within them, and what changes they are likely to produce. The subject-matter dealt with is not abstract speculation, but rather the everyday realities of the world we know—our present political parties and public men, our present corporations and captains of industry, our present labour unions and newspapers, colleges and churches. The thing sought is an answer to a concrete and definite question: What will America be ten years from now?

AMERICA TEN YEARS HENCE.

It is my belief that the student of a generation from now will look upon the last two centuries of human history and interpret them at the final stage of a long process whereby man was transformed from a solitary and predatory individual to a social and peaceable member of a single world community. He will see that men, pressed by the struggle for existence, had united themselves into groups under the discipline of laws and conventions; and that the last two centuries represented the period when these laws and conventions, having done their unifying work, and secured the survival of the group, were set aside and replaced by free and voluntary social effort.

The student will furthermore perceive that this evolutionary process had two manifestations, two waves, so to speak, the first political, and the second industrial; the first determined by man's struggle to protect his life, and the second by his struggle to amass wealth. The culmination of the first occurred successively in the English revolutions, the American and French revolutions, and the other various efforts after political freedom. After each of these achievements the historian notices a period of bitterness and disillusionment, a sense of failure, it being discovered that the expected did not occur, that Liberty, and Fraternity did not become the rule of men's conduct.

MAN ONLY HALF-FREE.

After that, however, succeeds a period of enlightenment, it having been realised that the work has only been half-done, that man has been made only half-free. The political sovereignty has been taken out of the possession of private individuals and made the property of the whole community, to be shared in by all upon equal terms; but the industrial sovereignty still remains the property of a few. A man can no longer be put in jail or taxed by a king, but he can be starved and exploited by a master; his body is now his own, but his labour is another's, and there is very little difference between the two. So immediately there begins a new movement, the end of which is a new revolution, and the establishment of the industrial republic.

AN

For Sale. HUMBER CYCLES.

THE BEST IN THE
WORLD

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.

AND
H.E.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News: "For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS.

11, D'AGUIAR STREET AND KOWLOON,
HONGKONG, 14th July, 1907.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.

In Bags of 150 lbs. net \$2.70 per Bag
ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd October, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
the CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th September, 1907.

Shipping.

Arrivals.

Simla, Br. s.s., 1,828, C. D. Goldsmith, 13th
Aug., Yokohama 30th July, Mails and
Gen.—P. & O. S. N. Co.

Laertes, Br. s.s., 1,310, J. C. Jackson, 13th Aug.,
Saigon 9th Aug., Rice—Chinese.

Ulv, Nor. s.s., 885, J. Petersen, 13th Aug.,
Hollis 8th Aug., Sugar—Aagaard, Thor-
sen & Co.

Siam, Br. s.s., 956, Chas. Sangate, 13th Aug.,
Pulo Semblan via Singapore 7th Aug.,
Oil—Mr. Geo. McBain.

Yachting, Br. s.s., 1,477, M. Courtney, 14th
Aug., Swatow 12th Aug., Ballast—J. M.
& Co.

Loongang, Br. s.s., 1,093, J. Payne, 14th
Aug., Manila 9th Aug., and Amoy 12th
Aug.—J. M. & Co.

Fritthof, Nor. s.s., 891, O. Andersen, 14th
Aug., Amoy 12th Aug., Gen.—O. S. K.

Devawongse, Ger. s.s., 1,057, T. V. Bruhn,
14th Aug., Bangkok 7th Aug., Rice and
Meal—M. & Co.

Daijin Maru, Jap. s.s., 993, I. Sakurai, 14th
Aug., Swatow 13th Aug., Gen.—O. S. K.

Namur, Br. s.s., 417, H. W. Kenrick, 14th
Aug., London 6th July, and Singapore
9th Aug., Gen.—P. & O. S. N. Co.

Prins Waldemar, Ger. s.s., 3,217, W. V. Senden,
14th Aug., Kuchinozu 10th Aug., Gen.—
M. & Co.

Hongkong, Fr. s.s., 73, E. Corell, 14th Aug.,
Haiphong and Saigon 13th Aug., Rice
and Gen.—A. R. M.

Bombay Maru, Jap. s.s., 463, S. Ishikawa,
14th Aug., Singapore 8th Aug., Cotton
Twine and Tea—N. Y. K.

Hue, Fr. s.s., 705, J. Pannier, 14th Aug.,
Kwongchow was 13th Aug., Gen.—A. R. M.

Hellopolis, Br. s.s., 3,957, J. W. Martin, 14th
Aug., Chin-wang-tao 8th Aug., Ballast—
Order.

Clearances at the Harbour.

Hutchow, for Swatow.

Lauchan, for Saigon.

Prins Waldemar, for Manila.

Childar, for Swatow.

Maifoo, for Shanghai.

Simla, for Singapore.

Kwonggang, for Canton.

Rafaburi, for Bangkok.

Montague, for Shanghai.

Shanxi, for Swatow.

Shaoxing, for Shanghai.

Choyang, for Shinghai.

Shanxi, for Shinghai.

Childar, for Bangkok.

Departures.

Aug. 14.

Zielen, for Europe.

Montague, for Vancouver.

Japan, for Shanghai.

Wongkol, for Swatow.

Lauchan, for Saigon.

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Aug. 14.

Zielen, for Europe.

Montague, for Vancouver.

Japan, for Shanghai.

Wongkol, for Swatow.

Lauchan, for Saigon.

Shanxi, for Swatow.

Shaoxing, for Shanghai.

Choyang, for Shinghai.

Shanxi, for Shinghai.

Childar, for Bangkok.

Departures.

Aug. 14.

Zielen, for Europe.

Montague, for Vancouver.

Japan, for Shanghai.

Wongkol, for Swatow.

Lauchan, for Saigon.

Shanxi, for Swatow.

Shaoxing, for Shanghai.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	ADJUSTMENT AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$1,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3 = } \$24.33 making \$40.80 for 1906	4 1/2 %	\$675 ex. d. is \$515 ex. new issue London £80.10/- ex. new issue London £61.10/- n. issue first call
National Bank of China, Limited	99,925	£7	£6	{ £12,735 } \$300,000	\$71,293	\$2 (London 3/6) for 1905		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,075,000 } \$200,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 } \$100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex } 2/10 11.16 per tact.	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 } \$450,000	\$1,460,410	{ Final of \$12 making \$42 for 1905 and } interim of 2 1/2 for 1906	5 1/2 %	\$775
Yongtze Insurance Association, Limited	8,000	\$100	\$50	{ \$3,000,000 } \$450,000	\$461,467	\$1 for year ending 31.12. 5	6 1/2 %	\$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$3,000,000 } \$450,000	\$262,980	\$6 and bonus \$2 for 1905	9 1/2 %	\$88 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,075,000 } \$200,000	\$435,236	\$40 for 1905	12 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 } \$250,000	\$305	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$35,000 } \$250,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$75	\$15	{ \$550,000 } \$86,980	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28 sales and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	£5	£5	{ £60,000 } £12,000	£3,694	\$1 for 1906 @ ex 2/2 = \$2.74 per share	3 1/2 %	\$39
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 } £10,000	Tls. 13,327	{ Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref) and } final of Tls. 3 making Tls. 5 1/2 (ord.) for 06	11 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £5,167,141 } \$100,000	85,355,610	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	Tls. 49 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ Tls. 58,000 } Tls. 410,479	\$137	{ \$1.00 } for year ending 30.4.1907	4 1/2 %	\$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 62,000 } Tls. 81,200	18,730	Final of Tls. 2 making Tls. 6 for 1906	11 1/2 %	Tls. 52 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 } none	9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none } Tls. 100,000	Tls. 8,935	\$3 for 1907		\$21
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none } Tls. 100,000		Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 50 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 } £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.70 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 } Tls. 100,000	£8,745	No. 12 of 1/- = 48 cents		16 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 } Tls. 100,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$23,152 } \$30,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	7 %	\$72 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$49,500 } \$50,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 %	\$100 sa. and b.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 100,000 } Tls. 487,210	10,459	Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 83 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 } Tls. 19,100	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year } ending 31.12.06 on old capital	8 %	Tls. 226 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 } Tls. 30,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 } \$10,000	\$8,418	\$3 for year ended 30.6.1906	11 1/2 %	\$20 1/2
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 } \$10,000	39,178	\$1.80 for 1906	12 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,975 } \$26,075	1371	\$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 } \$208,386	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$99
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$300,000 } \$30,000	\$11,667	80 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none } Tls. 100,000	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 } Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 98 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none } Tls. 100,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 } Tls. 110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } Tls. 36,211	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none } Tls. 31,469	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 } Tls. 50,000	Tls. 50,000	Tls. 50 for 1906	15 1/2 %	Tls. 317 1/2 sellers
MISCELLANEOUS.								
Hill's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 } \$10,000	£638	1/3 per share for 1906	9 %	£61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none } \$10,000	2653	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none } Tls. 50,000	Nil.	\$1 for 1904		19 1/2
China Flour Mill Co., Limited	4,000	\$10	\$10	{ none } Tls. 889	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 61 buyers
China Light and Power Company, Limited	50,000	\$1	\$1	{ none } Tls. 50,000	\$25,000	60 cents for year ended 28.2.06		\$5 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$115,000 } \$50,000	\$855	80 cents for 1906	9 1/2 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 } \$11,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$16 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$11,000 } \$186,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2 %	\$10 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 } Tls. 15,000	\$15,000	\$2 1/2 for year ending 28.2.07	11 %	\$21 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none } \$105,000	\$2,953	1 per share for year ending 28.2.07	7 1/2 %	\$14 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 } \$65,000	14,361	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %	\$24 1/2 buyers
Maatschappij tot Rijp- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 } Tls. 27,503	Tls. 10,374	\$2.00 for year ending 31.12.06	9 %	Tls. 305 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none } Tls. 27,503	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 305 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none } Tls. 27,503	Tls. 10,374	St. pers. or period from 19th Oct. to 30th Apr. 07	9 1/2 %	Tls. 305 buyers
Philippine Company, Limited	27,500	\$10	\$10	{ none } Tls. 27,503	Tls. 10,374	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 110
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 } Tls. 67,323	Tls. 7,990	Tls. 4 for 1905		Tls. 40 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 } Tls. 8,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	13 1/2 %	Tls. 75 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 } Tls. 50,000	Tls. 3,354	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 120 sales
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 190,000 } Tls. 85,592	Tls. 85,592	Interim of 15/- for account 1907		Tls. 310 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 190,000 } Tls. 85,592	Tls. 85,592	Interim of 15/- for account 1907		Tls. 280 buyers
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 190,000 } Tls. 85,592	Tls. 85,592	Interim of 15/- for account 1907		\$22
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none } Tls. 15,295	Tls. 214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	\$7
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 } Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none } Tls. 4,000	Tls. 349	First year		\$12 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$35,000 } Tls. 100,000	\$1,360	8 cents on 9,000 ord. shares and 19.8 on 100 Founders shares	8 %	\$10 ex d.v.
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ \$300,000 } Tls. 25,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$21 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 } Tls. 100,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
GOLDENH, CALCUTTA,
BOMBAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "SALAZIE."

Captain Ailland, will be despatched for
MARSEILLES on TUESDAY, the 20th
August, at 1 P.M.
This Steamer connects at Colombo with the
Australian line s.s. Sydney bound for Mar-
seilles via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.
Next sailings will be as follows—
S.S. POLYNESIE 3rd Sept.
S.S. TOURANE 17th Sept.
S.S. AUSTRALIEN 1st Oct.
S.S. YARRA 15th Oct.
S.S. ERNEST SIMONS 29th Nov.

G. DE CHAMPEAUX,
Agent.
Hongkong, 7th August, 1907. [10]

FOR VLADIVOSTOCK.

THE Steamship
"VINE BRANCH,"
will be despatched as above on or about 10th
September.
For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd August, 1907. [717]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain A. L. Valentini, carrying His Ma-
jesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 24th
August, at Noon, taking Passengers and Cargo
for the above Ports, in connection with the
Company's S.S. *Madagascar*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S.
Egypt, due in London on 6th October, 1907.
Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 10th August, 1907. [7]

Destinations.

ACHEE & CO.

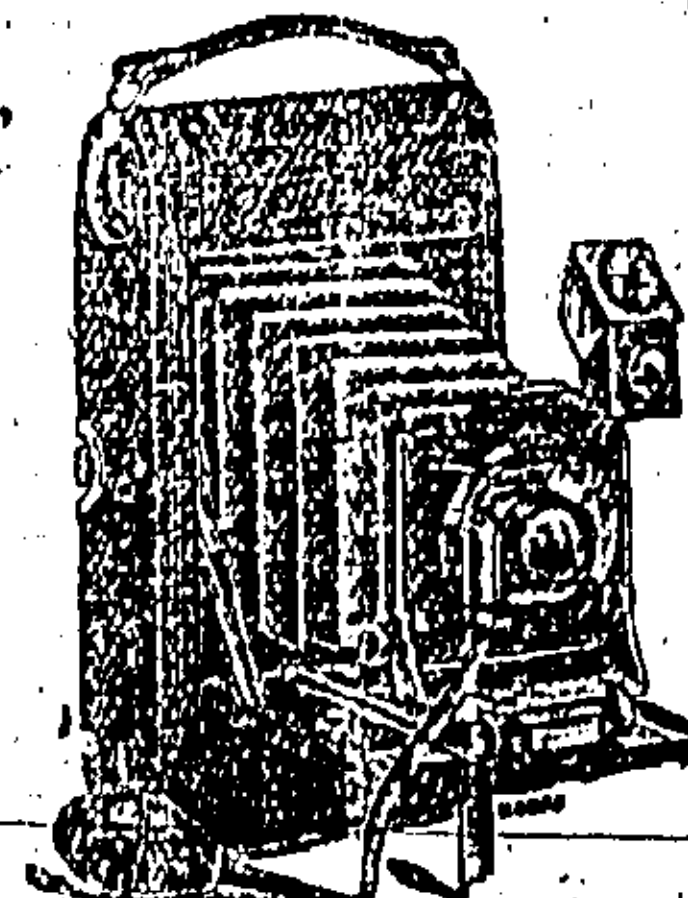
ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

The Whisky
of Great Age

DEWAR'S

ON REQUESTED
IMPERIAL INSTITUTION
John Dewar & Sons Ltd
GLASGOW, LEITH & LONDON

IMPERIAL

Sole Agents: BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.

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